ships. The party then were taken for a trip around the harbour on the tug SIR HUGH ALLAN, as guests of the Montreal Harbour Commission, after which a dinner was given by the company, the chairman being Judge Hart, of Buffalo, after whom one of the ships is named."

So that gives us 17 canallers built for Eastern, but we know that there were 21 of them. What about the other four? The March 1926 issue of "Canadian Railway and Marine World" noted: "The first of the 2 additional steamships ordered by this company in Oct. 1925 was launched by Earle's Shipbuilding and Engineering Co. at Hull, England, Jan. 20, and named GEORGE L. TORIAN... The TORIAN is the seventh ship built for Eastern Steamship Co. by Earle's and the eighth will be launched very shortly. These ships are being built under the superintendence of Roy Milligan on behalf of the owners..."

From the issue of April 1926, we get: "The s.s. GEORGE L. TORIAN... ran her trial trips at Hull, England, Feb. 11, and is expected to reach Canada on the opening of navigation. The CHARLES N. [sic] HUNTLEY, the sixth steamship built for that company [Eastern] by Napier and Miller, Old Kilpatrick, Scotland, was launched there recently and is being engined at Glasgow. She is of the same size and type as the GEORGE L. TORIAN, etc. The JOHN S. PILLSBURY, built for this company by Earle's Shipbuilding and Engineering Co., was launched at Hull, England, Feb. 26... This is the eighth ship built by Earle's for the Eastern Steamship Co." The TORIAN and PILLSBURY differed from the others in that their pilothouse window frames were varnished rather than painted white, adding a touch of class to these two ships.

Perhaps its editors were getting tired of reporting the launch and coming to Canada of so many Eastern ships, because we have been unable to find anything in C.R.&M.W. regarding the actual launch date of CHARLES R. HUNTLEY or her arrival in Canada, nor anything concerning the building of the seventh Eastern ship built by Napier and Miller, JAMES STEWART, which followed the HUNTLEY out of the Old Kilpatrick shipyard.

CHARLES R. HUNTLEY (Br.148898) was completed in March of 1926 as Napier and Miller's Hull 255. Originally registered at Glasgow, Scotland, she was named for Charles Russell Huntley (1853-1926), president in 1926 of the Buffalo General Electric Company, the Peoples Bank and the George Urban Milling Company, all of Buffalo. His namesake was 261 feet in length overall and 253.1 feet between perpendiculars. Her beam was 43.2 feet and her depth 17.9 feet. Her fully-topgallant forecastle was 36 feet long. Her tonnage was 1760 Gross and 1304 Net. She had three watertight bulkheads, two cargo holds and seven hatches with wooden covers.

She was powered by a triple expansion engine with cylinders of 17, 28½ and 47 inches diameter and s stroke of 33 inches, which produced Nominal Horsepower of 127. Steam at 180 p.s.i. was produced by two coal-fired, single-ended Scotch boilers which measured 12'0" diameter by 11'0" length. There were 73 square feet of grate surface and 2,850 square feet of heating surface, and a Jas. Howden forced draft system with a 48" diameter fan was provided. The engine and boilers all were manufactured by David Rowan & Company Limited, of Glasgow, and the Engine Number was 830.

The 1925-1926 Eastern boats differed from the 1923 ships mainly in that instead of a turret forward cabin with an open bridge above (later enclosed with a turret-style pilothouse), each had a large, square-fronted texas cabin with a round-faced pilothouse above. The details of the forward cabins differed a bit amongst the 1925-1926 ships, with the HUNTLEY and STEWART having four portholes in the face of the texas, and seven windows in the face of the pilothouse. A sunvisor shaded the pilothouse windows, a pipe rail ran around the monkey's island, and flying bridgewings extended outward from the sides of the bridge deck. The anchors were housed in round-topped pockets near the stem.

Aft, all of the Eastern boats were similar. There was a rather bald deckhouse, its only overhang from above being to support the lifeboats. There